

BookletChart™

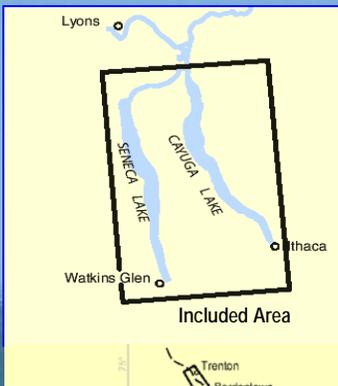
Cayuga and Seneca Lakes

NOAA Chart 14791

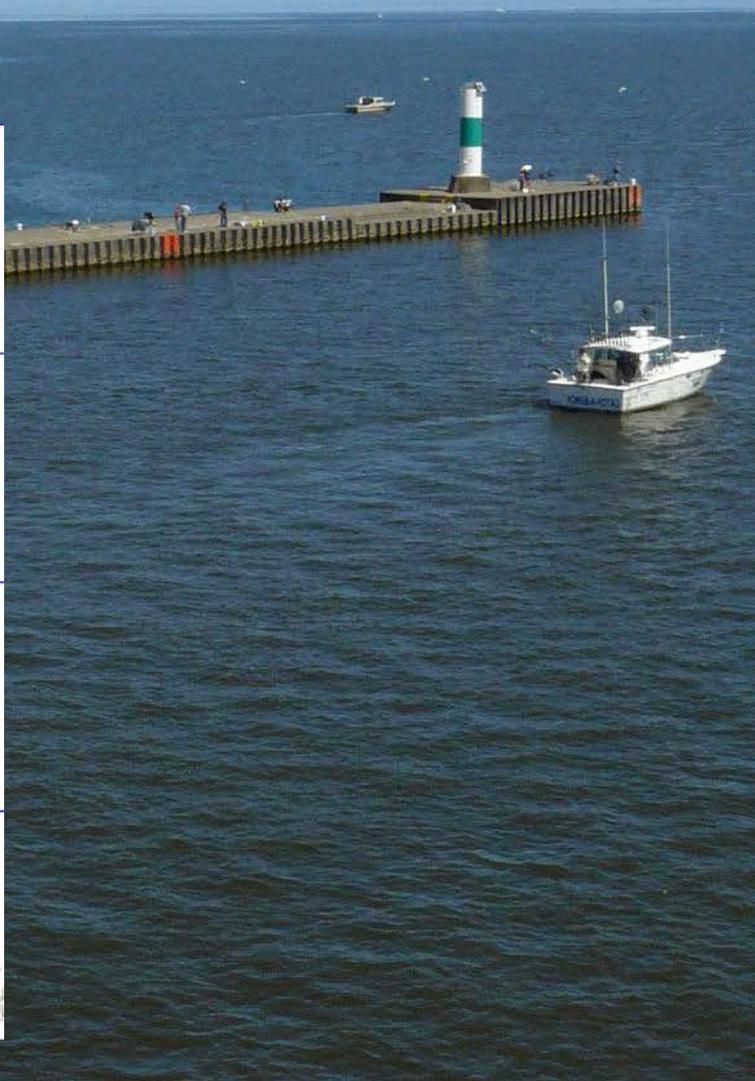
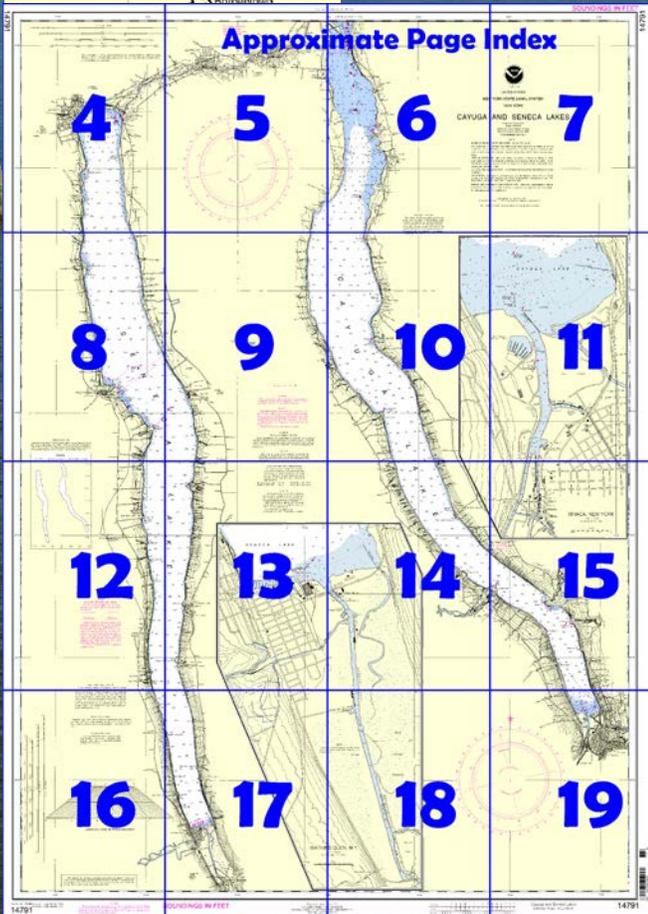


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

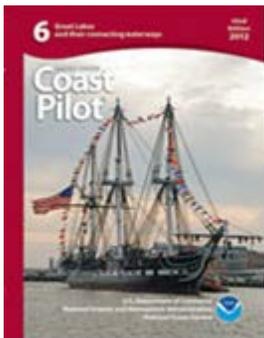
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14791>



(Selected Excerpts from Coast Pilot)
Cayuga and Seneca Canal branches south from the Erie Canal about 41 miles west of Three Rivers. The canal follows the Seneca River and leads south through both **Cayuga Lake** and **Seneca Lake**. The canal is 92 miles long to **Ithaca, NY**, at the south end of Cayuga Lake and to **Watkins Glen, NY**, at the south end of Seneca Lake including a 2.5-mile cut to **Montour Falls, NY**, south of Watkins Glen. From the Erie Canal, 1 lock ascends 7.5 feet to Cayuga Lake, and

thence 3 locks ascend 64.5 feet to Seneca Lake.

Caution.—Four private special purpose lighted mooring buoys, painted red and white, mark a barge moored about 2.9 miles north of **Long**

Point (42°39.4'N., 76°54.6'W.) on Seneca Lake. Three private special purpose lighted mooring buoys, painted red and white, mark a barge moored about 1 mile northeast of Long Point.

Another facility of barge and buoys is 0.25 mile southwest of **Portland Point** near the south end of Cayuga Lake. The barge and two mooring cables are each marked by a white buoy floodlighted at night. The barge is marked by four vertical lights, one showing fixed white and three showing fixed red.

New York State Canal, Chart Coverage.—The NOS provides chart coverage of the New York State Canal System from the Hudson River at Troy, NY, as far west as Lyons, NY. Coverage of the canal system from Syracuse west to the Niagara River at Tonawanda, NY, is contained in New York State Canal System Cruising Guide, available at <http://www.canals.state.ny.us> or telephone 800-422-1825.

Channels.—The **Great Lakes-Hudson River Waterway Improvement** is that part of the canal system including the Erie Canal from Waterford west to Three Rivers and thence the Oswego Canal to Lake Ontario. This section of the system, funded by the U.S. Government and maintained by the State of New York, has a project depth of 14 feet at normal pool level between locks and 13 feet at normal pool level through all locks and guard gates. These channels have widths of 104 feet in earth cuts, 120 feet in rock cuts, and 200 feet in river and lake sections. Elsewhere in the New York State Canal System, the project depth is 12 feet in all channels and through all locks and guard gates. These channels have widths of 75 feet in earth cuts, 94 feet in rock cuts, and generally 200 feet in canalized rivers.

The canal system is well marked by lights, lighted ranges, lighted and unlighted buoys, and daybeacons, all maintained by the State of New York. The arrangement of aids considers the entire canal system as a waterway extending from the Hudson River to interior parts of the State. All red lights, daybeacons, and buoys are on the right or starboard hand, and all white lights, daybeacons, and buoys are on the left or port hand when proceeding up or away from the Hudson River, or away from the main line in the branches. This extends west to Tonawanda on the Niagara River. However, buoyage in the Niagara River is based on the principle that "proceeding from seaward" is proceeding from Lake Erie toward the Niagara Falls. Mariners are therefore reminded, after exit from the canal into the Niagara River, to keep red buoys to port and green buoys to starboard when continuing on to Lake Erie.

Locks.—The New York State Canal System has a total of 56 locks plus the Federal lock at Troy. The controlling dimensions of the locks are a length of 300 feet and a width of 43.5 feet. The locks and guard gates have a depth of 12 feet over the sills at normal pool level, except 13 feet over the sills in the Great Lakes-Hudson River Waterway Improvement. The lock lifts range from 6 feet to 40.5 feet, with an average lift of 17.7 feet. The guard gates at various points in the canal system have a pier in midchannel with a clear passage of 55 feet on either side.

Regulations.—A **speed limit** of 6 mph is enforced in the canal, except in the canalized rivers and lakes. In the canalized rivers and lakes, the speed limit is dependent on traffic conditions, and speed limits for the various sections are posted at each lock. Copies of the canal regulations and detailed information regarding movement through the canal are available from the New York State Canal Corporation, Office of Canals, 200 Southern Boulevard, P.O. Box 189, Albany, NY 12201-0189, telephone 800-4CANAL4 or visit <http://www.canals.state.ny.us>.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



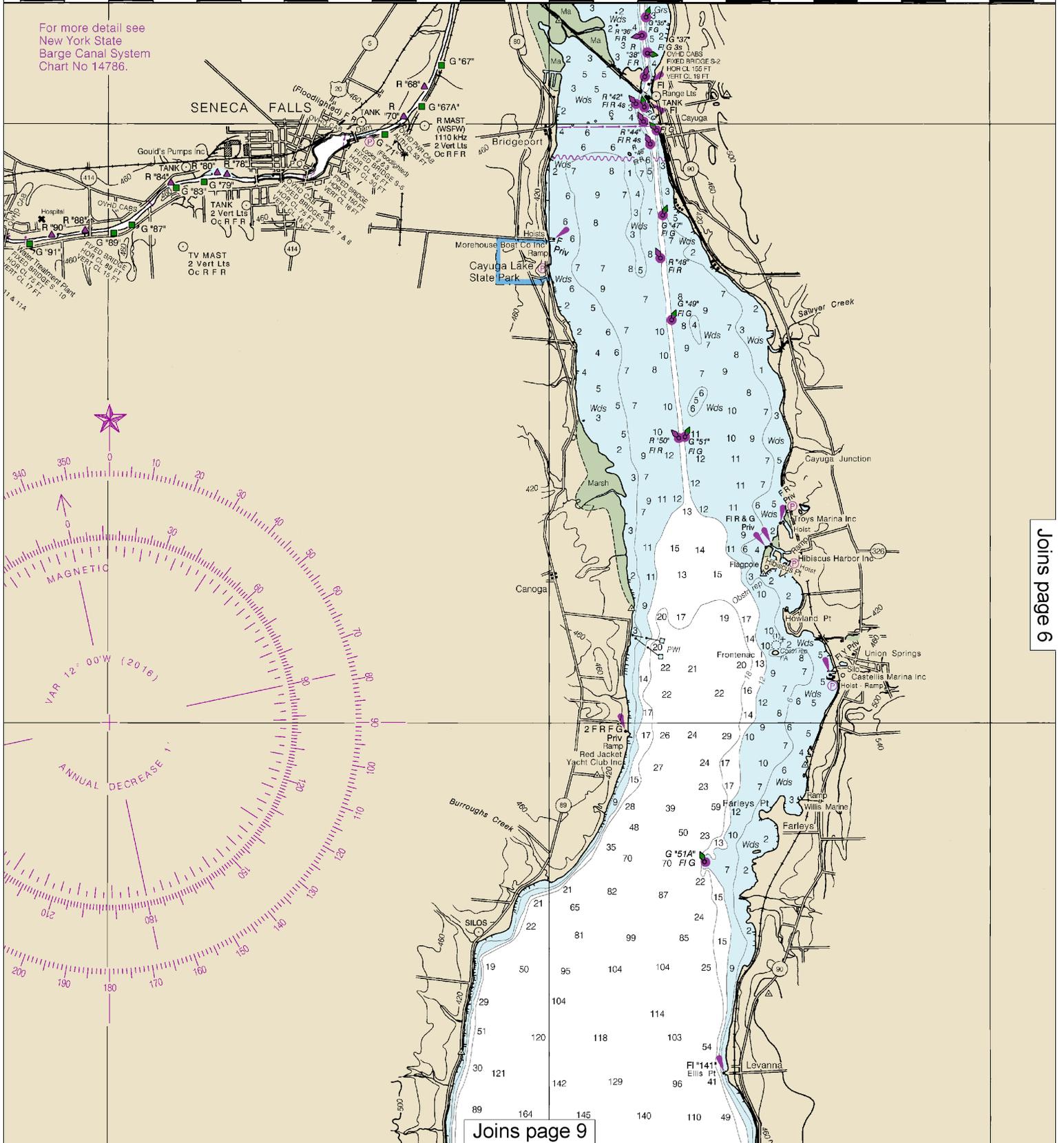
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

76°50'

76°45' CONTINUED ON CHART 14786

76°40'

For more detail see
New York State
Barge Canal System
Chart No 14786.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:80000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

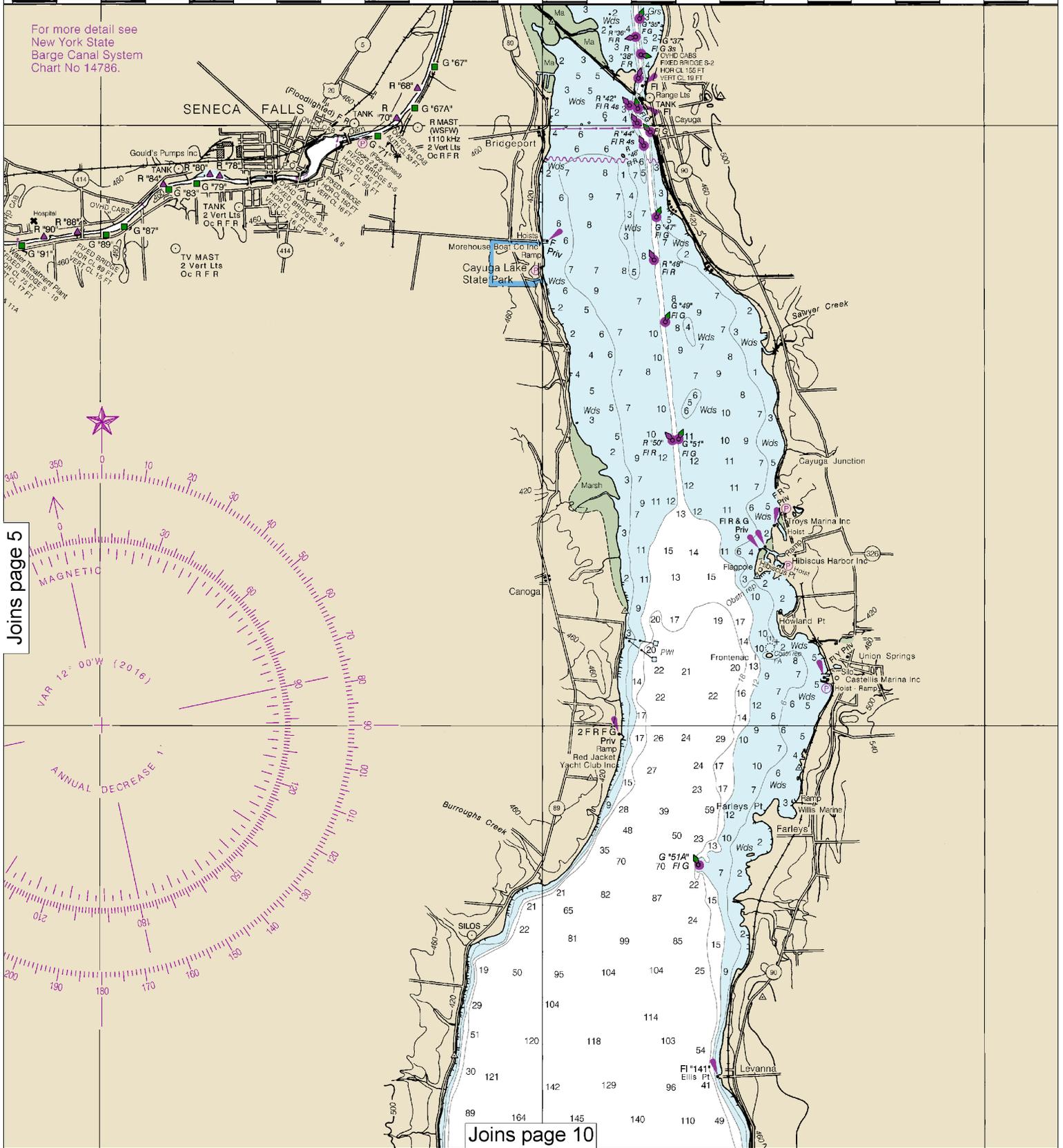


76°50'

76°45' CONTINUED ON CHART 14786

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Joins page 5

Joins page 10

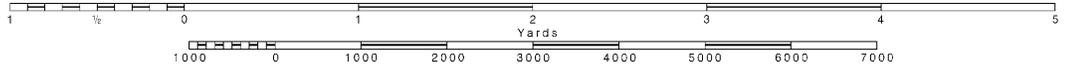


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



76°35'

76°30'

42°55'

42°50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

NEW YORK STATE CANAL SYSTEM

NEW YORK

CAYUGA AND SENECA LAKES

Polyconic Projection
Scale 1:60,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART. Normal Pool Level.
 AVAILABLE DEPTH. The New York State Barge Canal System is maintained to provide a minimum width of 200 feet in the canalized river and lake sections, a minimum width of 75 feet in the land line sections, and a minimum depth of 12 feet at ordinary water stage.
 VERTICAL CLEARANCE. Minimum vertical clearance at Maximum Navigable Pool Level under bridges and gates along the Cayuga & Seneca Canal is 15 1/2 feet. Other clearances shown are above Normal Pool Level.
 SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
 AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and New York State Thruway Authority.
 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Normal Pool Level, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

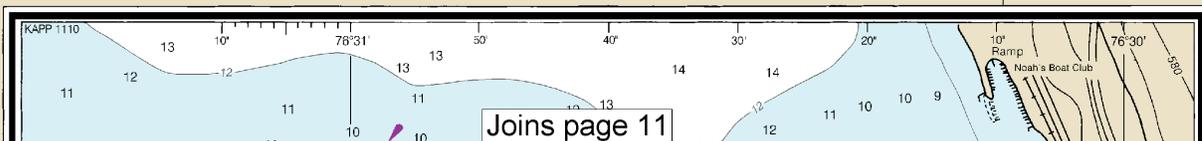
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.252' northward and 1.172' eastward to agree with this chart.



19th Ed., Jun. 2016. Last Correction: 6/28/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Joins page 4

42°45'

42°40'

SOURCE DIAGRAM
 Most of the hydrography identified by the letter 'J' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
J	Pre-1974	Lake Survey Surveys partial bottom coverage



Joins page 12

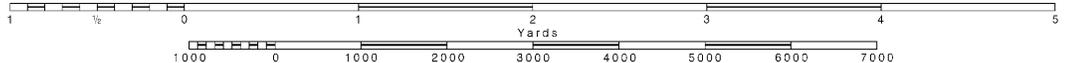


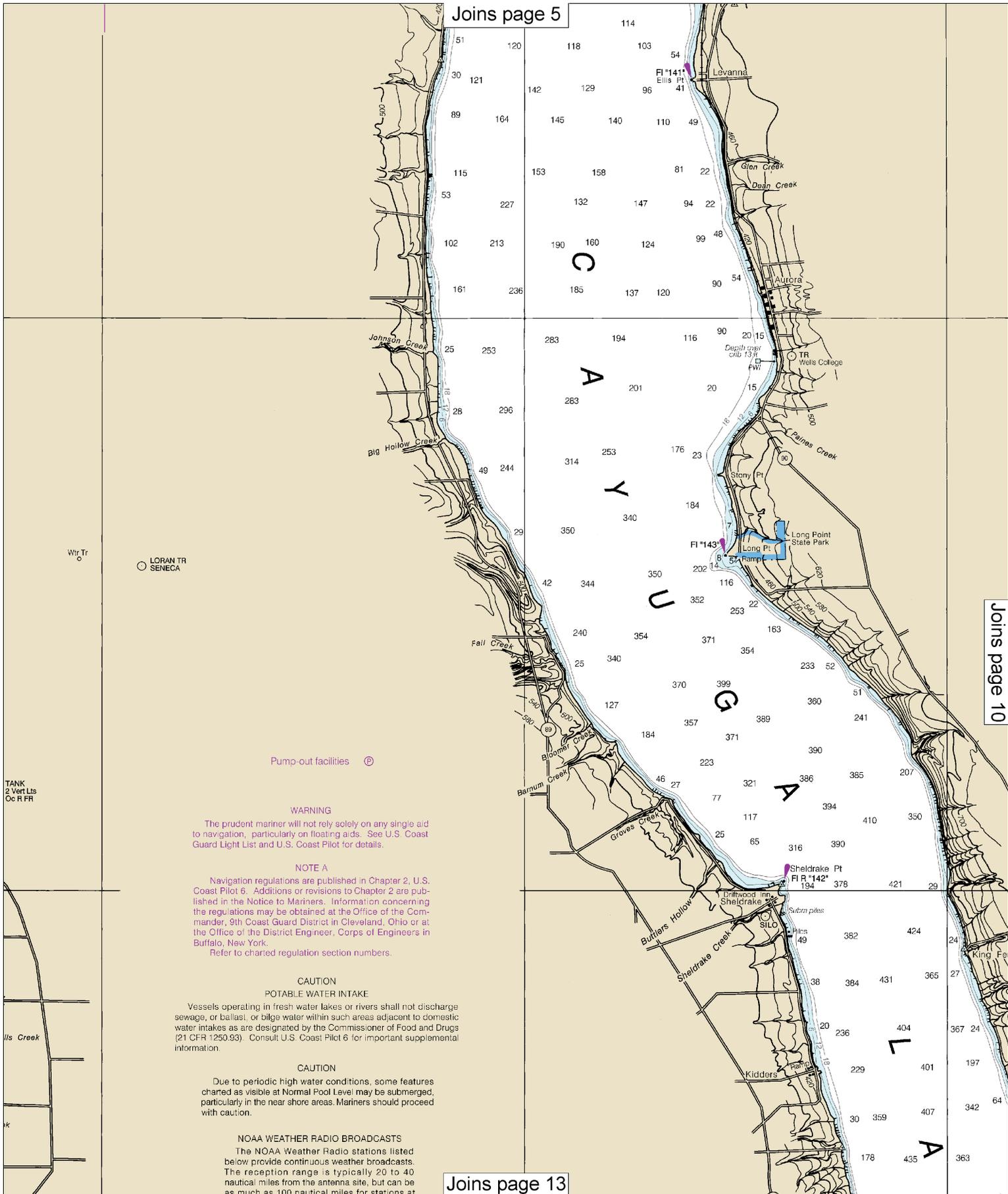
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.





LORAN TR SENECA

TANK 2 Vert Lts Oc R FR

ils Creek

sk

Pump-out facilities

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

CAUTION POTABLE WATER INTAKE

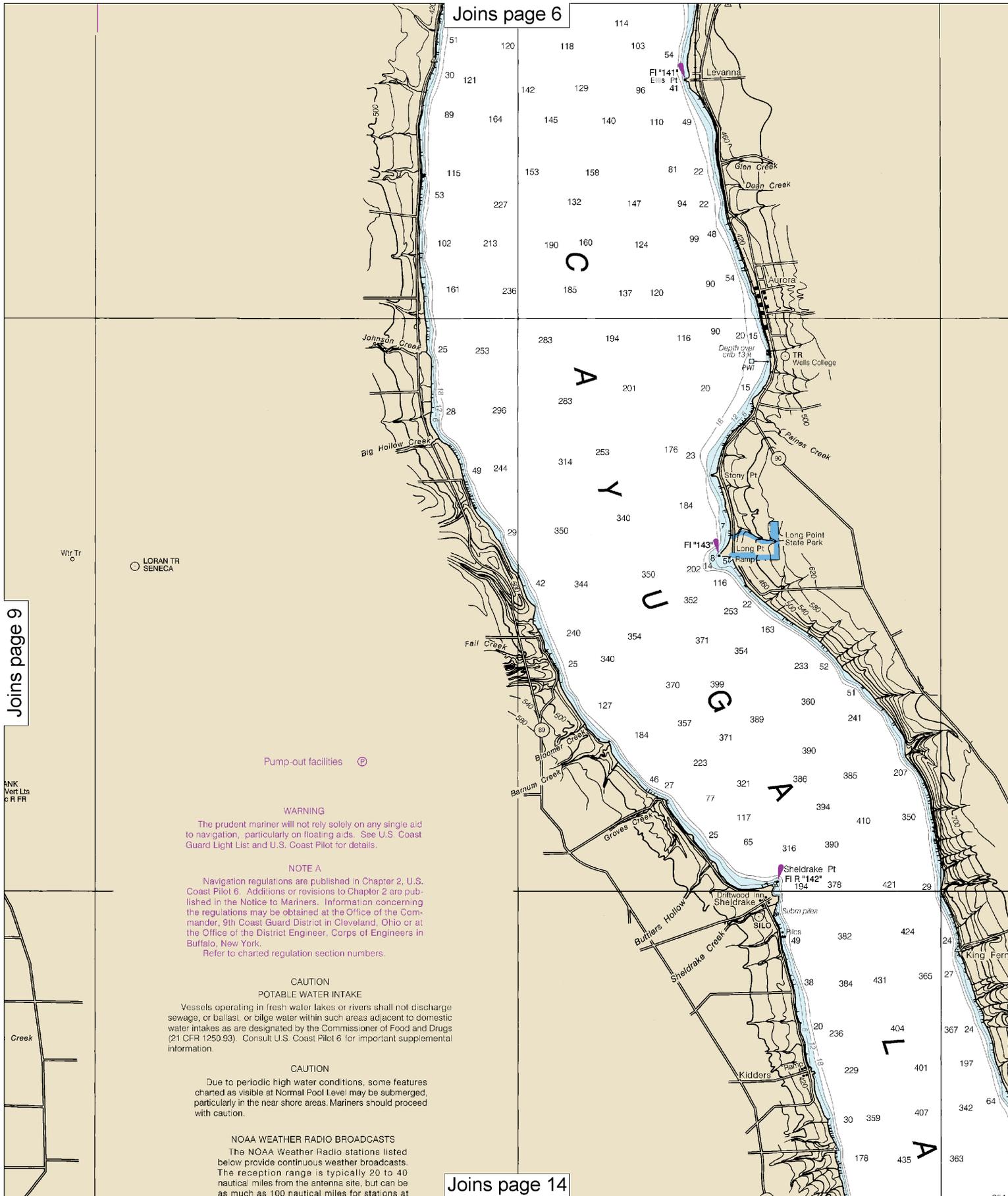
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions, some features charted as visible at Normal Pool Level may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at



ANK Vert Lts © R FR

Creek

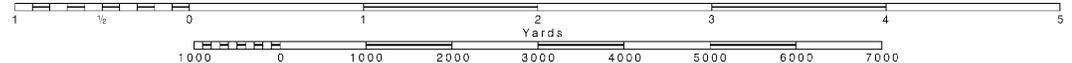
10

Note: Chart grid lines are aligned with true north.

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SCALE 1:60,000

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Pump-out facilities ☉

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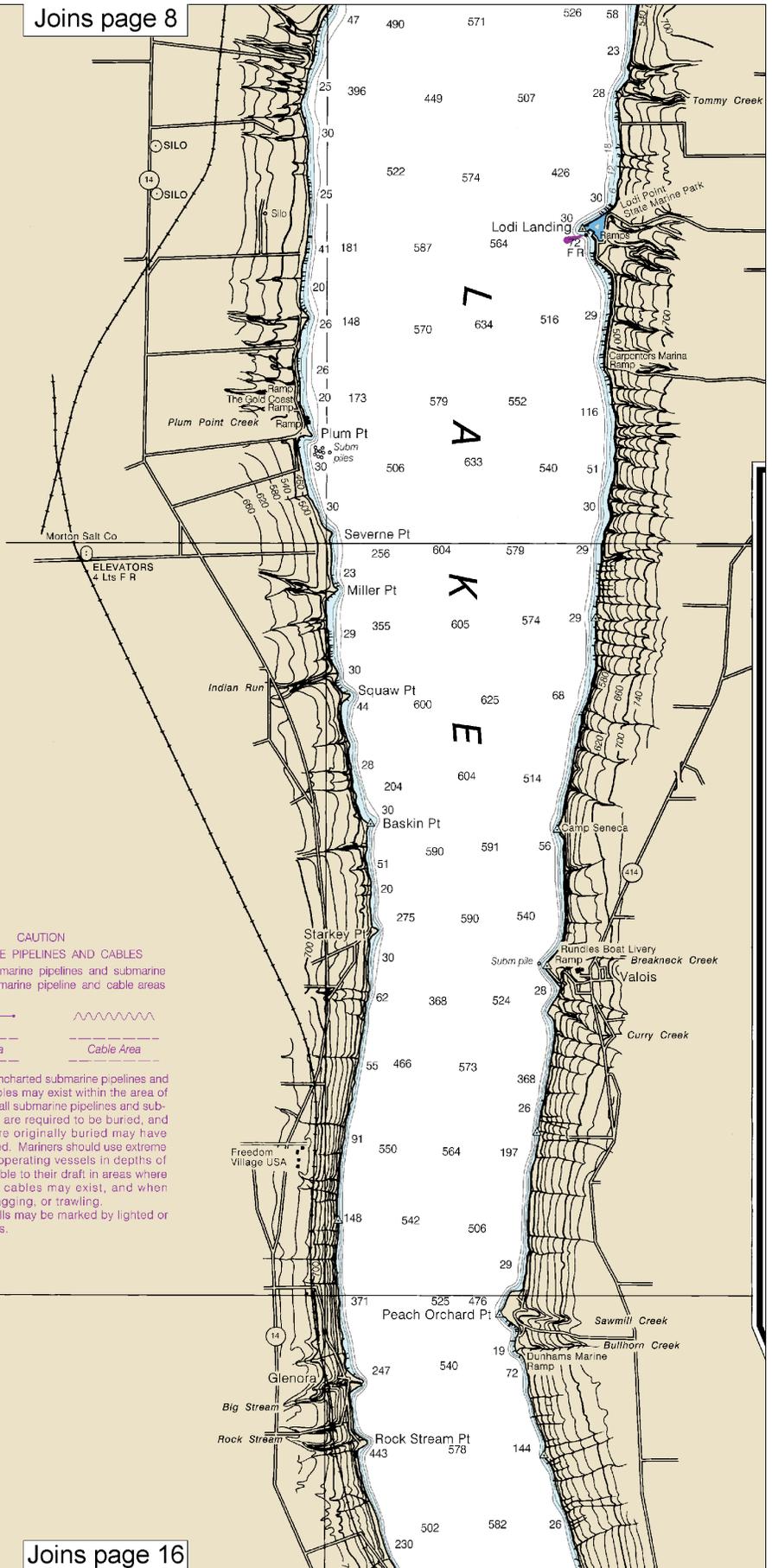
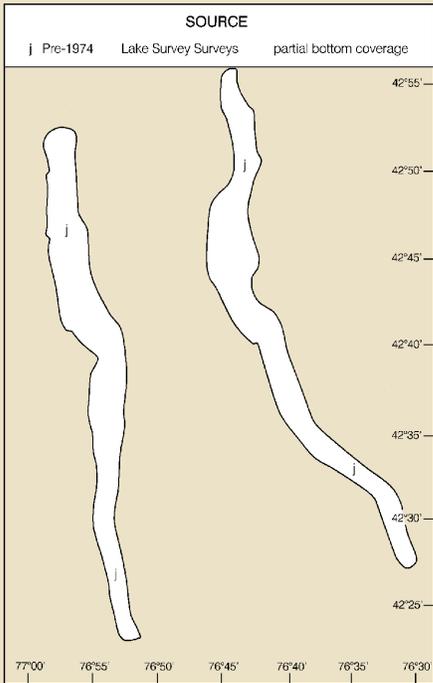
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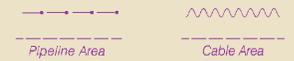
shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 8



Joins page 16

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

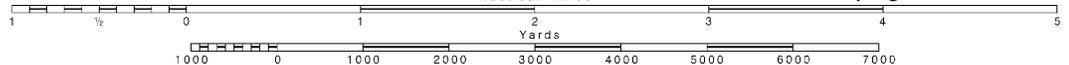
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



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Rochester, NY	KHA-53	162.400 MHz (chan WX-2)
Syracuse, NY	WHL-31	162.550 MHz (chan WX-1)

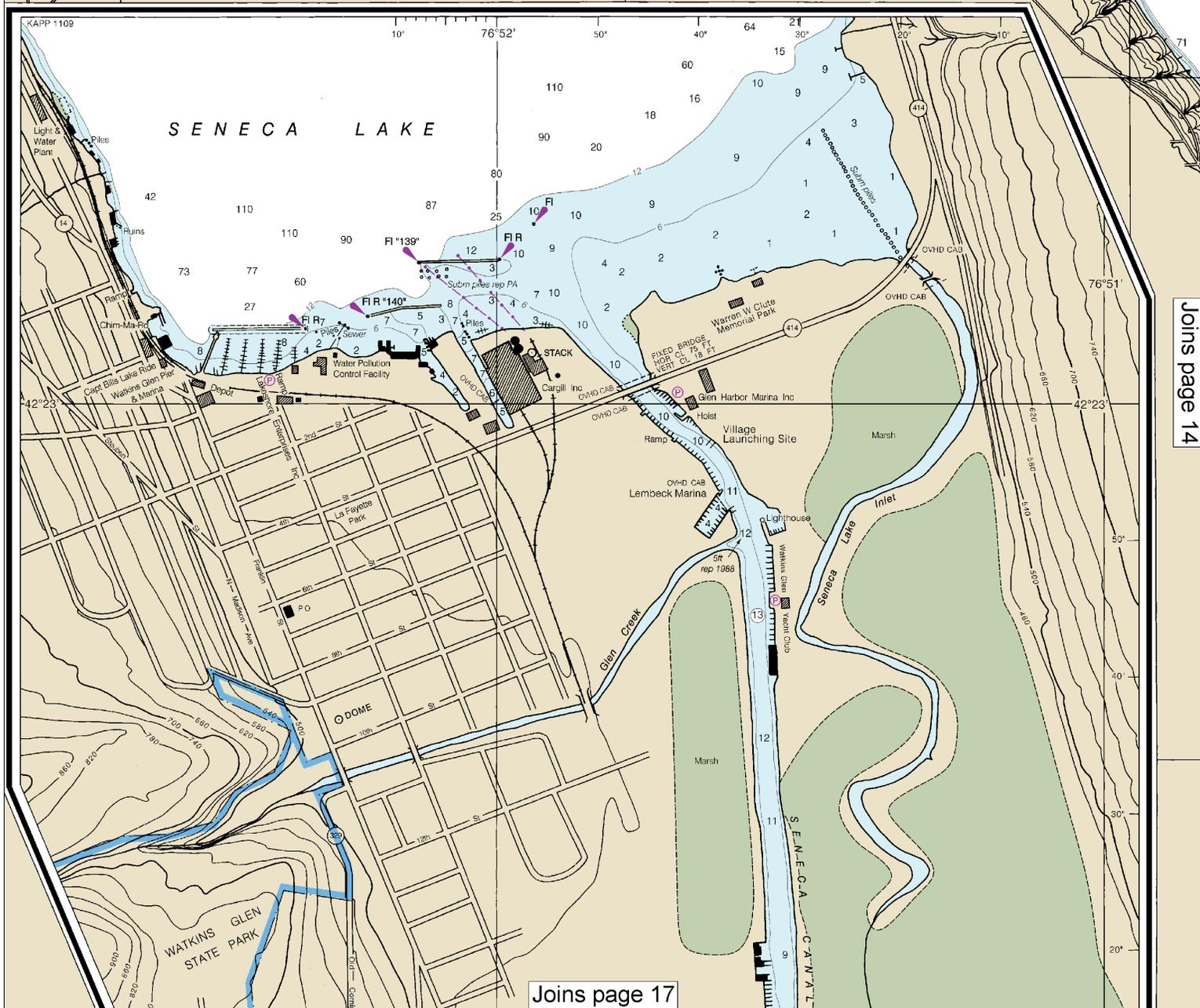
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

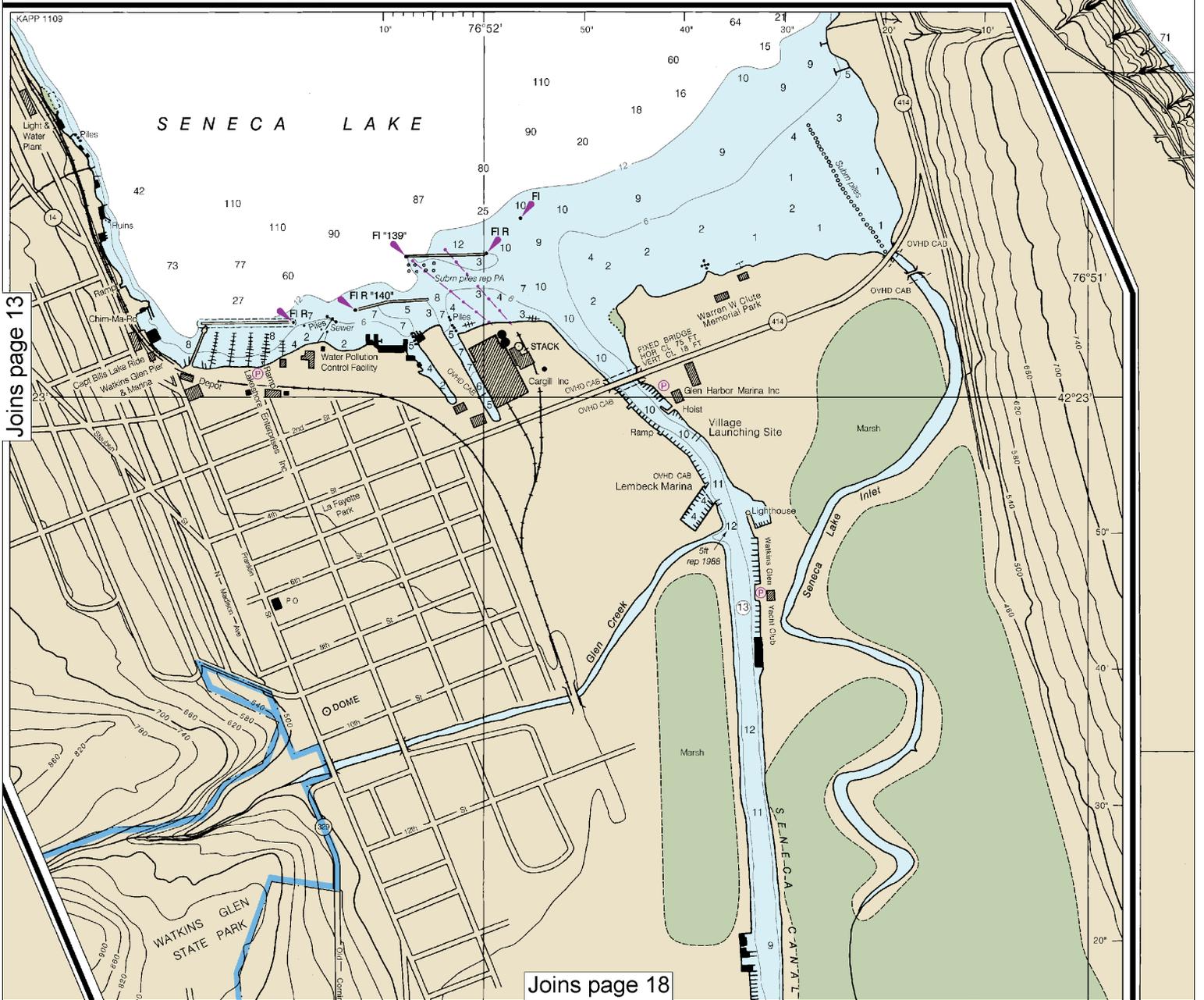
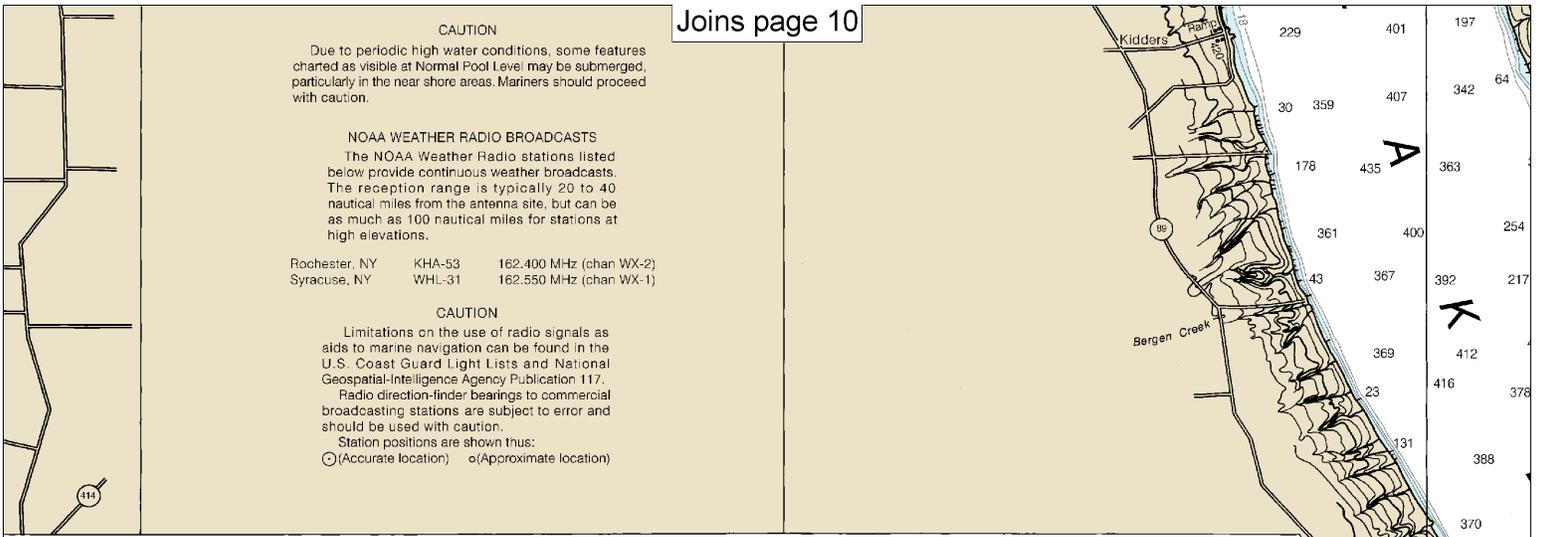


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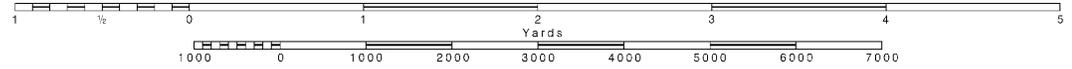
Joins page 13

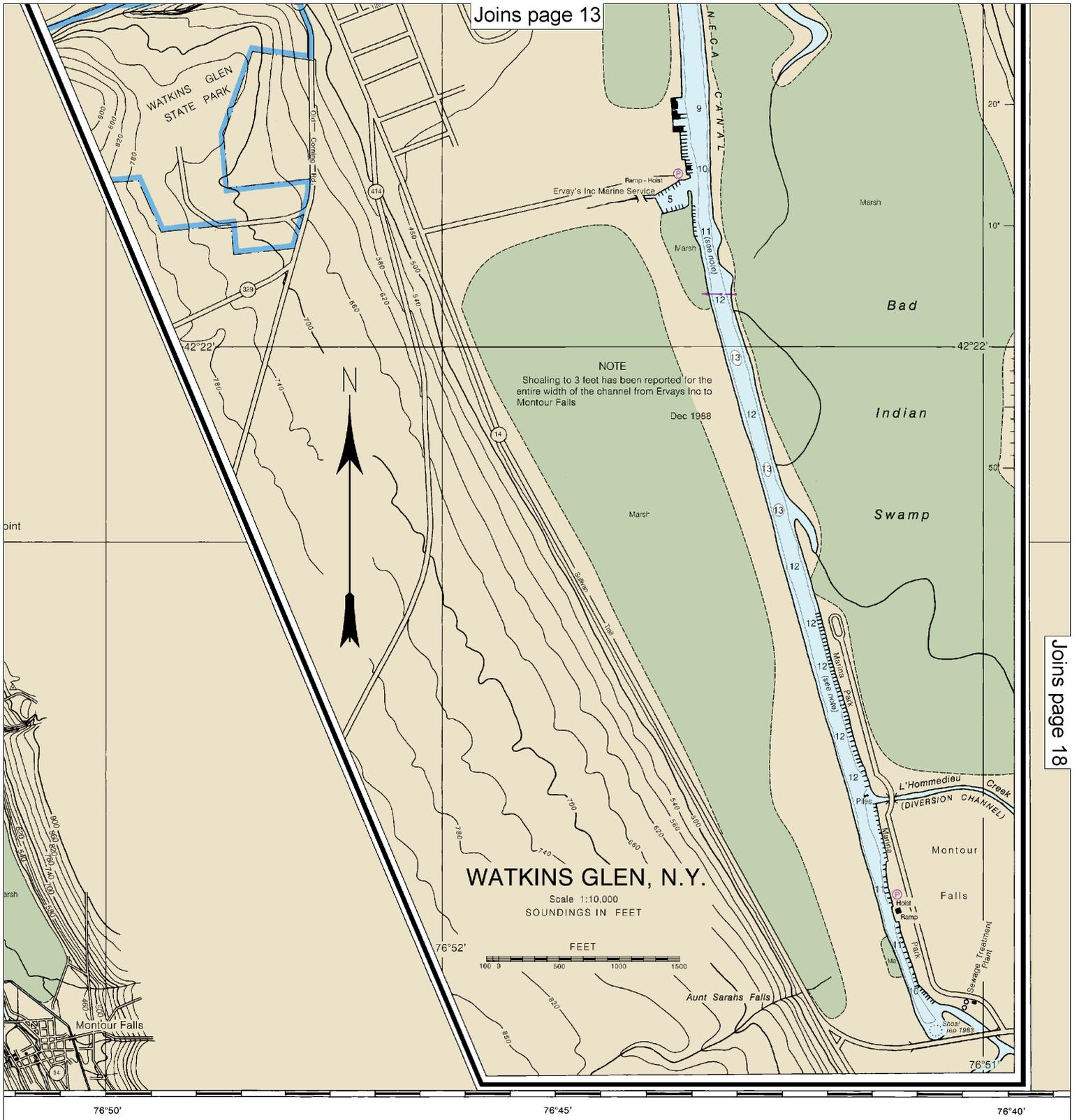
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

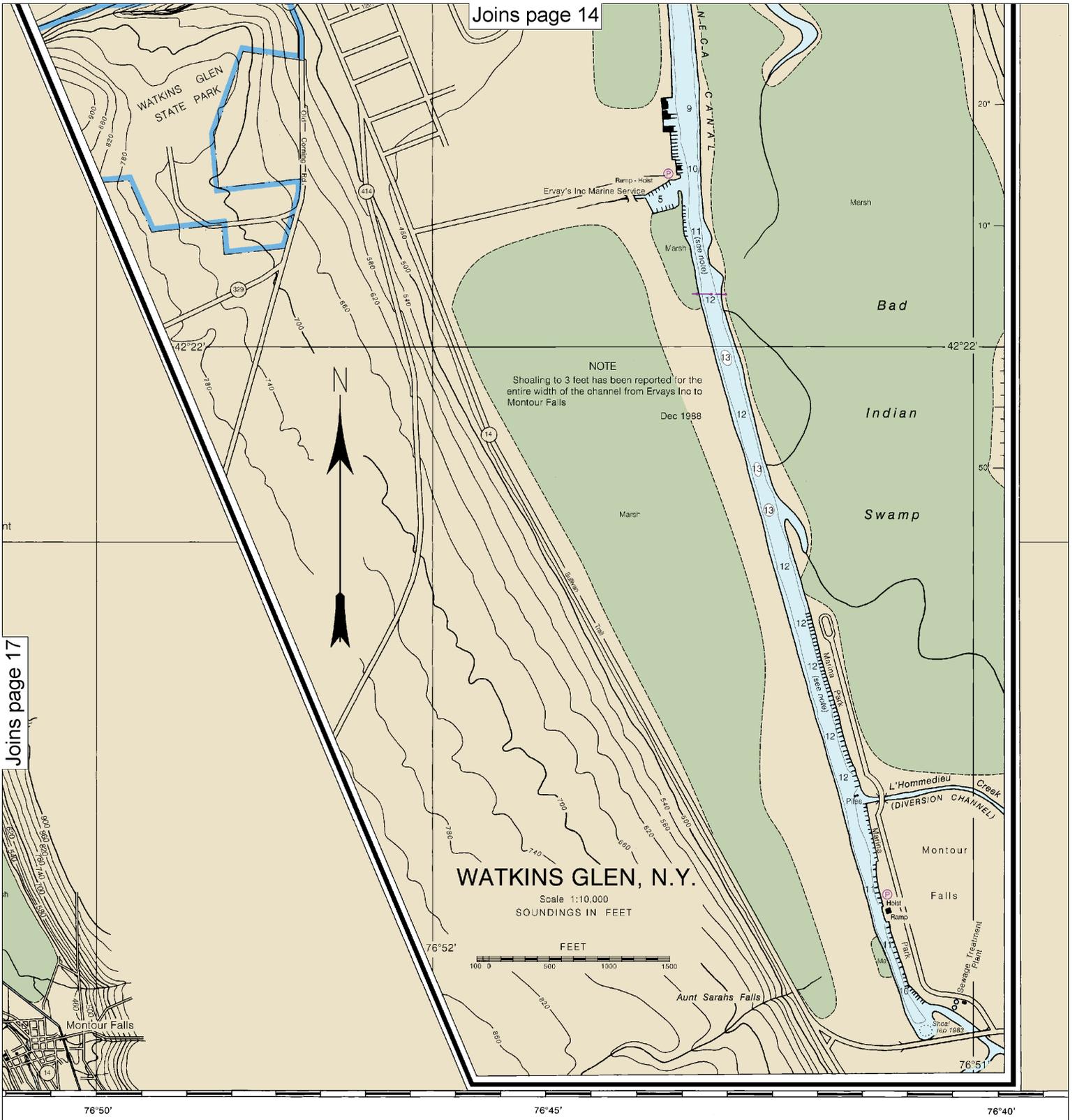
See Note on page 5.





SOUNDINGS IN FEET

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



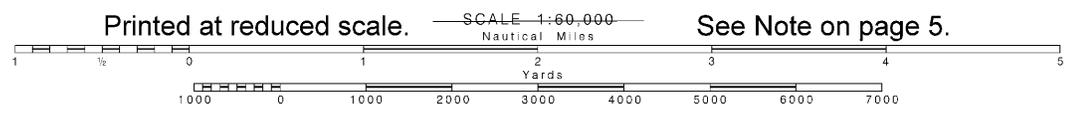
Joins page 17

SOUNDINGS IN FEET

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

18

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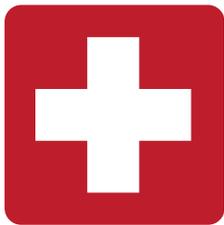




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cayuga and Seneca Lakes
SOUNDINGS IN FEET - SCALE 1:60,000

14791



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.